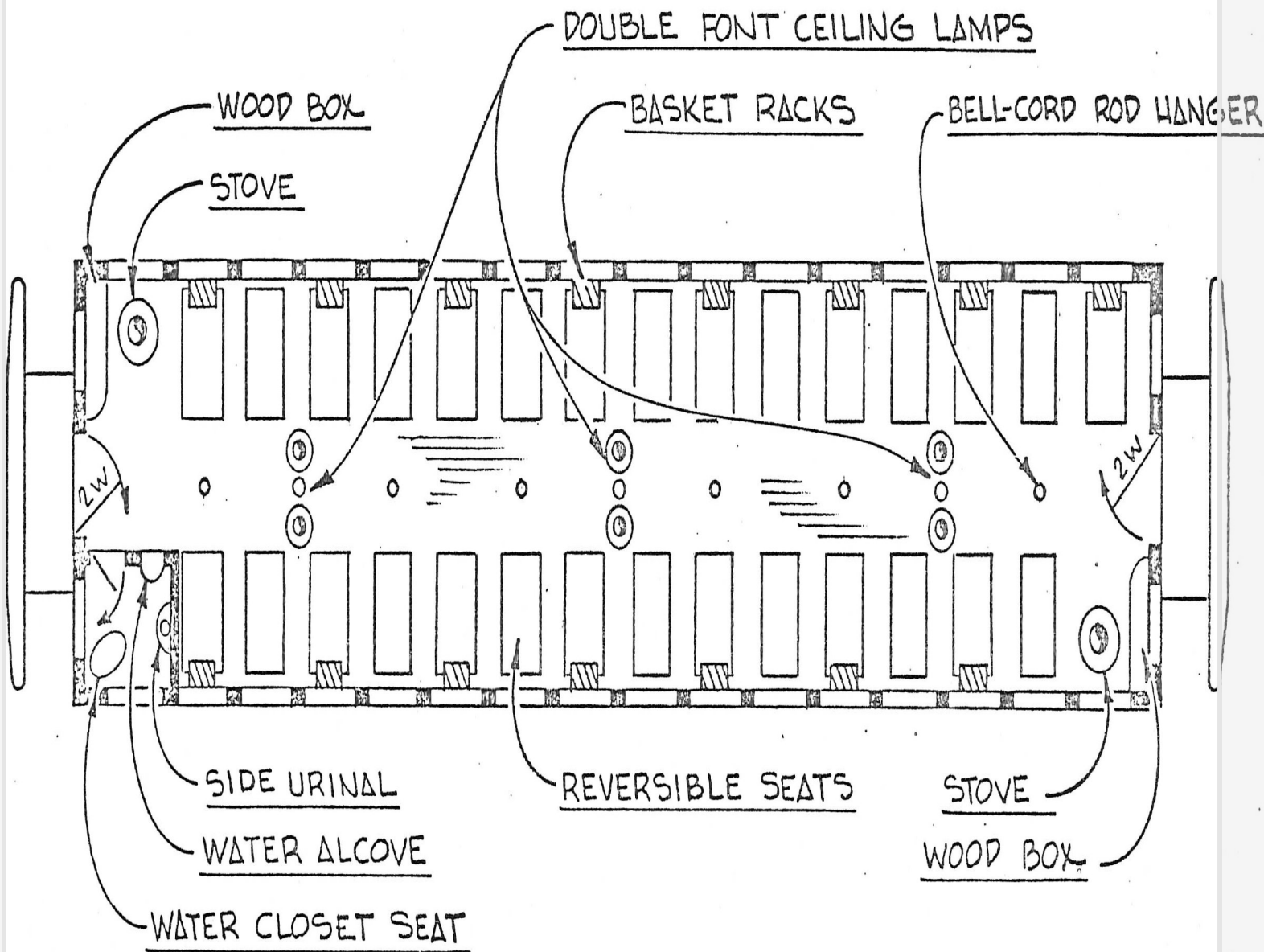


Sierra Railway #3

STANISLAUS - PASSENGER CAR

SIERRA RAILWAY COMPANY OF CALIFORNIA
PASSENGER CAR NO 3 "STANISLAUS"
JACKSON & SHARP COMPANY
1897



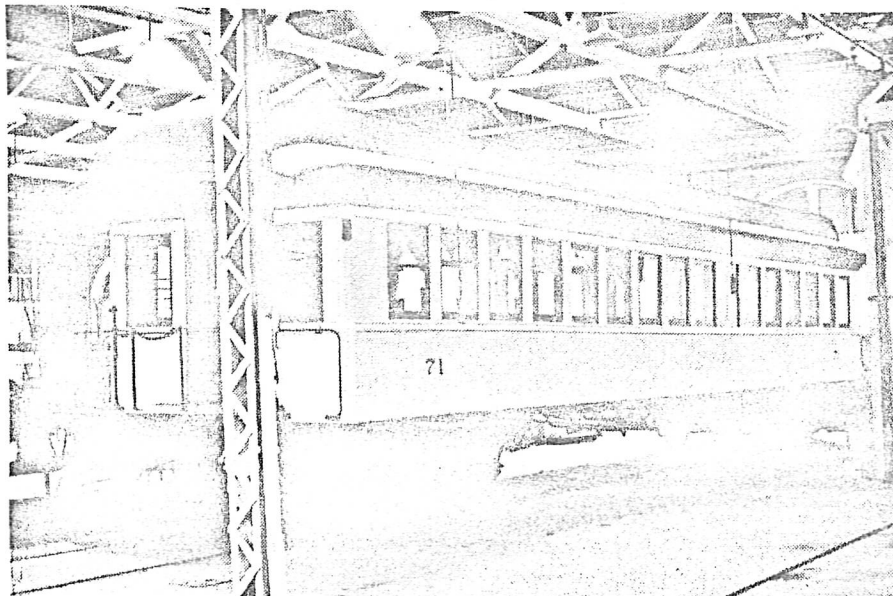
Preliminary Report

SIERRA RAILWAY COMPANY OF CALIFORNIA
PASSENGER CAR No. 3 "STANISLAUS"

EST 71

- I. Historical Perspective
- II. Current Condition Evaluation
- III. Restoration Recommendations

PRELIMINARY
SUBJECT TO REVISION



Sacramento, California, 1976

SIERRA RAILWAY COMPANY OF CALIFORNIA

PASSENGER CAR NO. 3 "STANISLAUS"

Summary

History: Sierra Railway Company of California Passenger Car No. 3 "Stanislaus" was built in May 1897 by the Jackson & Sharp Company of Wilmington, Delaware. The car was primarily used in daily passenger trains between Tuolumne and Oakdale, California, and for occasional mixed passenger and freight service. Scheduled passenger trains were discontinued on the Sierra effective March 12, 1939, and the car was stored in the Jamestown yards. Between 1945-1955 it was converted as a stationary Sierra maintenance of way residence at Oakdale. Once again retired to the Jamestown yards, the coach was presented by the Sierra Railroad to the Railway & Locomotive Historical Society Pacific Coast Chapter on July 22, 1969.

Condition: Between May 1970-June 1971, No. 3 underwent a major rebuilding and cosmetic renovation in the Bethlehem Steel Corporation's San Francisco Ship Yard at a cost to the Chapter of \$40,982.54; its display condition has not been altered since that time. Presently lettered Southern Pacific Railroad of California No. 71, the car is stored without charge to the Chapter by the Southern Pacific Company in their Sacramento car shops. The car is in very good condition for immediate public display; unfortunately, however, all of its interior furnishings were removed between 1945-1955 and the majority of these have yet to be duplicated or otherwise replaced. As cosmetically rebuilt and restored 1970-1971, the car does not accurately represent its actual appearance on the Sierra Railway at any time but rather conveys the impression of what an old time coach might have looked like.

Restoration: For impending public display, the exterior of the car needs only minimal cleaning, tightening, painting and lettering. Inside, the car requires the acquisition and installation of at least seats, lamps, stoves and racks for a minimum furnished display appearance. To accurately restore the car to its magnificent 1897 Jackson & Sharp Victorian appearance when new would require another major rebuilding of the car. In view of its present handsome display condition and the large number of other railroad pieces desperately requiring major attention in the collection, another rebuilding of the coach to its accurate 1897 appearance ought to be reluctantly deferred as part of a second priority long range equipment restoration plan.

Stephen E. Drew
William A. Oden

April 1976

CHRONOLOGY

- 1897 Built by Jackson & Sharp Company, Delaware Car Works, Wilmington, Delaware, as Sierra Railway Company of California Passenger Coach No. 3 "Stanislaus"
- 1899 Westinghouse Air Brakes and air signal line applied
- 1900 I.C.C. required safety appliances installed
- 1901 McConway & Torley Janney Automatic Couplers applied
- 1909 Overhauled and repainted
- 1913 Overhauled and repainted
- 1945 Converted to Maintenance of Way Boarding Car No. 3 for stationary use as Sierra Oakdale residence
- 1955 Retired to Jamestown Yards
- 1969 Presented to Railway & Locomotive Historical Society, Inc. Pacific Coast Chapter
- 1970 Shipped to Bethlehem Ship Yard, San Francisco, for display renovation
- 1971 Outshopped as Southern Pacific of California No. 71 at a cost of \$40,982.54
Stored Southern Pacific Car Shops, Sacramento, California

I. HISTORICAL PERSPECTIVE

1897 - 1969

Sierra Railway Company of California Passenger Car No. 3 "Stanislaus" was a May 1897 product of the prestigious carbuilding firm of Jackson & Sharp at Wilmington, Delaware. The passenger carrying car was of common all wood construction and for 1897 was utilitarian and modern in every respect. Representing the standard of 1890 carbuilding, it was one of several hundred very similar if not identical open platform cars which were in daily service on scores of California main line and short haul railroads until well past the turn of the century. Yet by contemporary standards, cars of this now outdated type have become quite rare as only a small number have survived and remained intact; less than a dozen or two Jackson & Sharp built cars are known in existence today.

The Jackson & Sharp Company was established in 1863 by Job Jackson and Jacob Sharp. Beginning with an order of passenger cars for the Great Western Railroad of Illinois in 1865, the company slowly evolved as one of the country's major passenger car builders of the 1870's and '80's. Situated on the west bank of the Delaware River at Wilmington, the huge Jackson & Sharp works built all types of steam cars, horse cars and electric street cars. The highly successful venture diversified in 1875 by acquiring the Christina River Shipyards and likewise successfully competed in the wooden vessel and marine railway market. The firm was also known as the Delaware Car Works. By 1895, numerous Jackson & Sharp Company ads boasted an impressive list of their construction expertise:

"Passenger, sleeping, parlor, private, baggage, mail, and freight cars. Cars for electric, cable, suburban and elevated roads. Also manufacturers of fine architectural wood work for buildings, and builders of wooden vessels of all kinds. Special attention given to sectional work for exportation." ¹

In 1901, Jackson & Sharp was purchased by the giant American Car and Foundry Company which designated the facility as their Wilmington Works. Known today as AMCAR, Inc., American Car and Foundry continues in carbuilding operations to the present time. As one of the highly recognized carbuilders of the 1890's, Jackson & Sharp was a natural selection by the Sierra Railway to secure passenger rolling stock for their new rail line out in California.

The Sierra Railway Company of California was organized on February 1, 1897, for the purpose of providing more economical and efficient passenger and freight transportation between Southern Pacific and Santa Fe Railroad connections at Oakdale in Stanislaus County and southern Mother Lode mining communities in Tuolumne County. Among the principal backers of the line were eastern railroad promoter Thomas S. Bullock, California Exploration Company president Prince Andre Poniatowski and San Francisco banker William H. Crocker. Beginning at Oakdale, standard gauge tracks were laid 41 miles east to reach Jamestown on November 10, 1897, and 16 miles beyond to Tuolumne on February 1, 1900. A 20 mile extension from Jamestown to Angels was opened in September 1902. Construction of the line was accomplished through short term contracts with the West Coast Construction Company, a New Jersey corporation, and economy was the order of day. Many of the railway's cars and locomotives were purchased secondhand as a cost saving move by the Sierra management in an effort to improve the short line's shaky financial stability.

Scheduled passenger train service and special picnic excursions were an instant success for the picturesque short line. But because of the exorbitant \$5-6,000 outright cost to purchase a new passenger car, the Sierra reluctantly rented cars on a monthly basis from the Central Pacific and Southern Pacific Railroads during the early days of the new line. When the eastern carbuilder Jackson & Sharp offered a financially accommodating arrangement for monthly rental with eventual purchase of two new passenger cars, Sierra Vice President Sidney Freshman eagerly signed the contract leading to eventual purchase of Sierra Passenger Cars Nos. 2 and 3.

A photocopy of the actual contract dated May 24, 1897, is part of the distinguished Sierra collection of Al Rose of Modesto, California. The terms of the contract call for the monthly rental to the Sierra of two new Jackson & Sharp built cars--Combination Passenger & Baggage Car No. 2 "Tuolumne" and Passenger Car No. 3 "Stanislaus"--for a period of nine months beginning June 13, 1897, in consideration of \$100.00 monthly rental per car. Within nine months, the Sierra Railway was obligated to either purchase the cars or to return them in good condition to Wilmington, Delaware without additional cost to Jackson & Sharp. Signing the contract were J. & S. President Job H. Jackson and Sierra Vice President and Treasurer Sidney D. Freshman; Freshman, as former president of the Park Place Commercial Company in New York, was involved as early as 1893 with promoter Thomas Bullock in the Prescott & Arizona Central Railroad from which the Sierra purchased their first three locomotives in 1897.

The two cars were outshopped in May of 1897 and began revenue operation on the Sierra Railway effective June 13th. In the absence of par-

ticular Sierra requirements, the cars were built to conventional master car building standards, utilizing Jackson & Sharp drawings and specifications. However, despite the liberal rental arrangement, the Sierra decided to purchase the cars prior to the end of 1897. The financially struggling line made a cash payment for the majority of the purchase price and executed a six month note to Jackson & Sharp for the balance. The cancelled 6% note was returned to Freshman by Jackson & Sharp on December 6, 1897, as follows:

"We are pleased to advise that we have received from Messrs. Lazard Freres their check for \$1201.65 for credit of your account to pay your Company's note due December 1st, for \$1166.66, and interest. We have accordingly paid the note, and herewith return same, and thank you for your attention to it.

"We hope the travel on your road will be such that ere long you will need addittional (sic) equipment, and that we may be favored with your further commands."2

Sierra Passenger Car No. 3 was constructed of structural grade Oregon Pine wood body and underframe throughout and an oak paneled interior. The car measured 57 feet 8 inches long and 9 feet 11 inches wide over her side sills. The sides and ends of the car were lined with 36 vertically opening windows and a raised roof clerestory which contained 32 interior opening screened windows for ventilation. Outshopped just months prior to a battery of federal railroad safety appliance requirements, No. 3 arrived with only manual tie down brakes and early style Miller platforms and coupling hooks fashioned after a patent secured March 31, 1863, by Ezra Miller. The car was furnished with two conventional four-wheel wood frame trucks and 33 inch cast iron wheels.

Inside, 29 wood frame Hale and Kilburn cushion seats lined the car sides for a total seating capacity of 58 passengers; the rich red plush upholstered seat backs were mechanically reversible so that, when unlocked, they would permit passengers to face forward regardless of which direction the car was traveling. The interior oak paneling was naturally finished with a traditionally dark victorian stain; elegant hand painted gold leaf filigree handsomely ornamented the clerestory and roof sections above the red seats. For the benefit of evening and early morning runs, six highly polished Boesch brass coal oil car lamps were hung from the clerestory ceiling to dimly light the interior of the car. Two anticlinker coal stoves, adjustable cloth window shades, an enclosed dry hopper water closet, a water cooler and 15 unusual decorative wall-mounted hand baggage baskets completed the list of simple interior furnishings required for commodious rail transportation during the

late 1890's. With her brass lamps dimly glowing at night, the darkly stained oak took on a near red mahogany hue; epitomizing the height of the Victorian era of prestigious, handcrafted railroad carbuilding.

Sierra Passenger Cars Nos. 2 and 3 were named "Tuolumne" and "Stanislaus", respectively, for the two counties which the new railroad connected. The two coaches entered revenue passenger service in June 1897 painted canary yellow with brown trim and striping and lettered Sierra Railway; their appropriate county namesakes were handsomely lettered on the sides of the car. Together Nos. 2 and 3 comprised the Sierra's first and sole passenger train which operated daily behind usually 4-4-0 Baldwin passenger Locomotive No. 6 in the early years. The down train left Tuolumne every morning at 6:18 a.m. and reached Oakdale at 9:50 a.m.; after a mid-day layover, the returning train departed Oakdale at 2:35 p.m. for arrival back at Tuolumne for the night at 6:15 p.m. The fare between Tuolumne and Oakdale was \$2.00 and the passenger train frequently reached speeds as high as 30 miles per hour! As a welcome alternative to horse drawn wagons and dusty Mother Lode roads, Sierra passenger traffic grew to bustling proportions during the short line's early years and the railway was frequently obliged to daily put on as many as six additional local passenger trains.

Between scheduled runs and sitting out the night uncovered at Tuolumne, the "Stanislaus" was regularly serviced and maintained at the Sierra's well-equipped Jamestown Roundhouse and Car Shops. Here I.C.C. required safety appliances, Westinghouse Air Brakes and conventional 1901 McConway & Torley Janney automatic knuckle couplers were installed at the turn of the century. The installation of a Westinghouse Air Signal line was accomplished by Southern Pacific car shop forces during an extraordinary operation of No. 3 to Oakland, California, in March of 1899. With this brief exception, the car was not permitted in conventional interchange with other roads and instead remained in daily service on the home rails of the Mother Lode short line. Regular overhaul and complete repainting of the car was performed at Jamestown during July 1909 and July 1913 and minor repairs were promptly performed as needed following inevitable wrecks and frequent minor derailments.

During the late 1910's and early 1920's, the rise in personal automobile ownership for pleasure use dealt a severe blow to railroad passenger revenues. The Sierra Railway was no exception. Freight traffic likewise decreased as the population of smaller Mother Lode communities dwindled even further and low trucking rates offered increased railroad competition. With the advent of the personal touring car, No. 3's previously full loads dwindled until the early 1920's when her primary passenger train responsibility was almost entirely reduced to carrying Tuolumne students down to the Oakdale

High School for daily classes. Repainted in the Sierra's new exterior passenger car color scheme of Pullman green, the "Stanislaus" was still a part of the road's daily passenger consist until the late 1930's, however, her 58 passenger seats were no longer filled to capacity.

As Hollywood motion picture studios began to discover the varied countryside and ancient railroad equipment of the Sierra Railway, No. 3 was used for at least two motion pictures including an early filming of UNION PACIFIC; here the three spot was quickly relettered P.R.R. for use with Sierra Locomotive No. 18 as a supposedly typical eastern style train. Railfan organizations also discovered the romantic equipment of the Sierra line and No. 3 operated as part of the railway's first gala railfan excursion hosted on August 22, 1937, by Grahame Hardy's newly formed California-Nevada Railroad Historical Society.

The financial crash of the early 1930's dealt a severe blow to the Sierra's already shaky finances and the railway was forced into receivership effective May 5, 1932. During several faltering intervening years, a new Sierra Railroad Company emerged on July 10, 1935, and purchased the foreclosed properties of the predecessor company on March 31, 1937. Upon the approval of the California State Railroad Commission, the Sierra Railroad operated its last scheduled passenger train to Oakdale on March 12, 1939. No longer required for revenue service, the 1897 coach was retired and allowed to remain uncovered in the yards at Jamestown. Though still complete and serviceable, No. 3's daily passenger services had been abolished in favor of more financially profitable all-freight operations. Therefore, until late in 1944, the aging car sat undisturbed at Jamestown--the majority of her original Jackson & Sharp interior furnishings still complete and miraculously intact.

Shortly thereafter, the car was moved to the site of the Sierra's present Oakdale enginehouse where it became the stationary residence of a Sierra employee. As red Sierra Maintenance of Way No. 3, many of the car's windows were boarded up and all of the ornate Jackson & Sharp interior furnishings were removed and presumably discarded; compartmentalizing wooden partitions divided the interior of the car for residential use. With the construction of the Sierra enginehouse at Oakdale in the spring of 1955, the empty shell was again moved up to the Jamestown Yard where it once more was demoted to uncovered static storage. Discarded by the Sierra, subsequently neglected and further vandalized, the once elegant coach reluctantly sat out her final Sierra retirement years in the Jamestown Yards until early in 1970.

1969 - 1976

In 1949, the Pacific Coast Chapter of the Railway & Locomotive Historical Society secured former Sierra Passenger Car No. 6--a 31-1/2 foot long August 1902 product of W. L. Holman Car Company, San Francisco. In 1966, Chapter Chairman Fred A. Stindt surveyed the Sierra Railroad's roster of rolling stock with the hope of securing an additional ex-Sierra car for the Chapter's renown collection of vintage railroad equipment. Noting the generally tight construction and good condition of retired Coach No. 3 in the Sierra's line-up of discarded equipment at Jamestown, Mr. Stindt began corresponding with Sierra General Manager Ferrol "Pat" Egan in January 1967 with the view of securing donation of the aging coach to the Chapter for preservation and eventual display. After considerable "jawboning", Mr. Egan verbally agreed on July 3, 1969, to present the car to the Chapter; the gift was confirmed in writing effective July 22, 1969, in a letter from Egan to Stindt, and possession of the historic car officially passed to the R&LHS Pacific Coast Chapter. Bay Area railfan publications lauded gift of the car by the Sierra while erroneously reporting that the railroad had agreed to re-do the car's running gear.³ The Chapter did consider proposals by the Sierra to replace missing car windows and platforms at a gravely underestimated cost of \$750 and consulted a local carpenter on performing additional repairs on the three. However, the Society was pressured to remove the car from its unprotected Jamestown home at the end of 1969 before either of these proposals could be entertained.

Since 1964, the shipbuilding division of Bethlehem Steel Corporation had been the Chapter's principal private contractor for renovation of their historic railroad equipment by professional craftsmen. The work was accomplished by Bethlehem at their San Francisco shipyard on a second labor priority, spare time available contingency basis; this afforded substantially lower labor costs to the Chapter. Following Bethlehem's successful restoration of the Society's Northwestern Pacific narrow gauge Caboose No. 5591, arrangements were made to receive the Sierra coach early in May 1970 for complete display renovation.

Assisted by Sierra personnel, B. C. Lawson Drayage, Inc. loaded No. 3 onto Missouri, Kansas & Texas Flat Car No. 13103 at Jamestown on April 28th and 29th. Once tied down on the flat car by Sierra crews for a material cost of \$41.90, No. 3 was transported free of charge to Oakdale where interchange was made with Southern Pacific for the \$152.31 trip to San Francisco. The car body and set of four wheel trucks arrived at Bethlehem Shipyard on May 6, 1970. A seeming derelict, the 1897 coach underwent a major transformation as layers of accumulated paint were laboriously stripped off interior walls while on the outside, platforms, siding,

windows, doors and roof were completely replaced. Its original oak frames still solid, No. 3 was nearly reassembled from the floor up. The solid oak interior paneling was carefully preserved, where possible, and entirely re-finished.

Initially estimated at \$20,000, the cost of restoring the car escalated rapidly as unexpected interior labor requirements mounted. Work on the car had to be temporarily halted between October 1970 and the first part of 1971 while a reappraisal of the work was made by the Chapter. Acquisition and installation of such required authentic interior furnishings as seats, stoves, lamps and baggage racks was reluctantly deferred after careful cost consideration and work once again proceeded to complete at least the car body.

Desired on short notice for use in Sacramento with the Southern Pacific Locomotive "C. P. Huntington", the completed coach was quickly painted and lettered Southern Pacific R. R. of Cal. No. 71 and loaded on a flat car at Bethlehem on June 18, 1971. Off-loaded three days later at S. P.'s Sacramento Shops, the restored coach and locomotive were filmed on Tuesday, June 22, 1971, adjacent to the Big Four Building at the foot of "I" Street in Old Sacramento. The occasion was the filming of a segment of a special British Broadcasting Corporation documentary on the Far West starring the restored equipment and transatlantic journalist Alistair Cooke. Intermittently stored by Southern Pacific, the Sierra coach was placed on one day public display in Old Sacramento on August 14, 1971, in honor of Sacramento's birthday celebration. Still lettered Southern Pacific R. R. of Cal. No. 71, the 79 year old wood coach is presently stored without charge in the Southern Pacific Sacramento Car Shops under terms of an October 15, 1971, agreement between the railroad and the Chapter.

To date, the Pacific Coast Chapter has invested in excess of \$41,000 in the restoration of the 1897 Sierra "Stanislaus"; the Bethlehem renovation alone was invoiced on July 29, 1971, for \$40,982.54--78% of which was for labor costs. The purchase, accurate duplication or other replacement of No. 3's essential interior furnishings are yet to be completed for restored display. While still owned by the Chapter, Coach No. 3 is slated for static display beginning in 1976 as part of the California State Railroad Museum at Old Sacramento.

Sierra Coach No. 3 is a valuable example of a wood construction passenger car commonly used in California during the 1880's and 1890's and ranks among the very few renovated Jackson & Sharp products existent today.

HISTORICAL NOTE

During the 1970-71 renovation of the coach at Bethlehem, it was discovered that all of the side window frames and panels were uniformly marked inside No. 4270---71. Lacking positive documentation to the contrary at the time, it was assumed the No. 4270 was the construction or order number and that No. 71 was the original roster number of the car. Because two of the truck pedestals are marked "MCB Std. Approved 1881 Jackson & Sharp Co. Wilmington, Del.", it was erroneously assumed that the car was built in 1881 as Southern Pacific or Central Pacific No. 71 and was later sold used to the Sierra Railway in 1897. For this reason, in June 1971, the Chapter had one side of the renovated Coach stencilled "Southern Pacific R. R. of Cal. 71"--the lettering still on the car.

While No. 4270 is quite likely the car construction or order number, No. 71 refers to the actual drawing or car configuration style rather than an arbitrary car roster number. On March 10, 1902, Sierra Assistant General Manager Freshman wrote Jackson & Sharp Company for an additional copy of the drawing of Coach No. 3:

"Can you furnish us with a blue print of the Passenger Coach furnished us by you in June, 1897? The blue print and specifications we had of same was mislaid in some unaccountable manner when we moved from Oakdale to Jamestown, and we will consider it a favor if you can furnish us with another copy."⁴

The blue print for Sierra Coach No. 3, Jackson & Sharp drawing No. 71, had evolved through five changes by 1902, particularly as a result of the new yearly requirements of the I. C. C. Safety Appliance Acts. Consequently, Jackson & Sharp's drawing of their 1897 full coach plan No. 71 had become drawing No. 76, with slight safety modifications, by April 2, 1902:

"Your favor of March 10th received and we beg to advise that the American Car & Foundry Co. has purchased from the Jackson & Sharp Co. their entire plant and goodwill and will continue the business as heretofore.

"In compliance with your request, we are sending you under separate cover drawing C-76 of passenger coach furnished you in 1897, by the Jackson & Sharp Co."⁵

An examination of the May 1897 contract for the car held by Al Rose of Modesto, the recently uncovered original Sierra Board of Directors' Minute Book and early correspondence of the Railway held by The Bancroft Library at Berkeley, and period Mother Lode newspaper accounts unequivocally establish the Sierra Coach "Stanislaus" as a brand new May 1897 product of the Jackson & Sharp Company.

Futhermore, the history and disposition of Southern Pacific and Central Pacific Coaches numbered 71 are firmly documented as cars wholly unrelated in type, style, or history to the 1897 Sierra "Stanislaus".

Southern Pacific First Class Passenger Car No. 71 was a 54 foot long coach built by the Gilbert & Bush Company of Troy, New York. The car entered service in May 1882 with an inventory ledger value of \$5,750.00. In 1891 it was renumbered S. P. Coach No. 1393 and was converted to Southern Pacific Maintenance of Way Boarding Car Second No. 1617 in March 1920. It was scrapped by burning on February 2, 1925.⁶

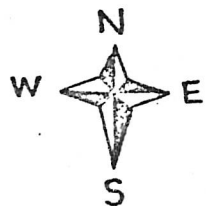
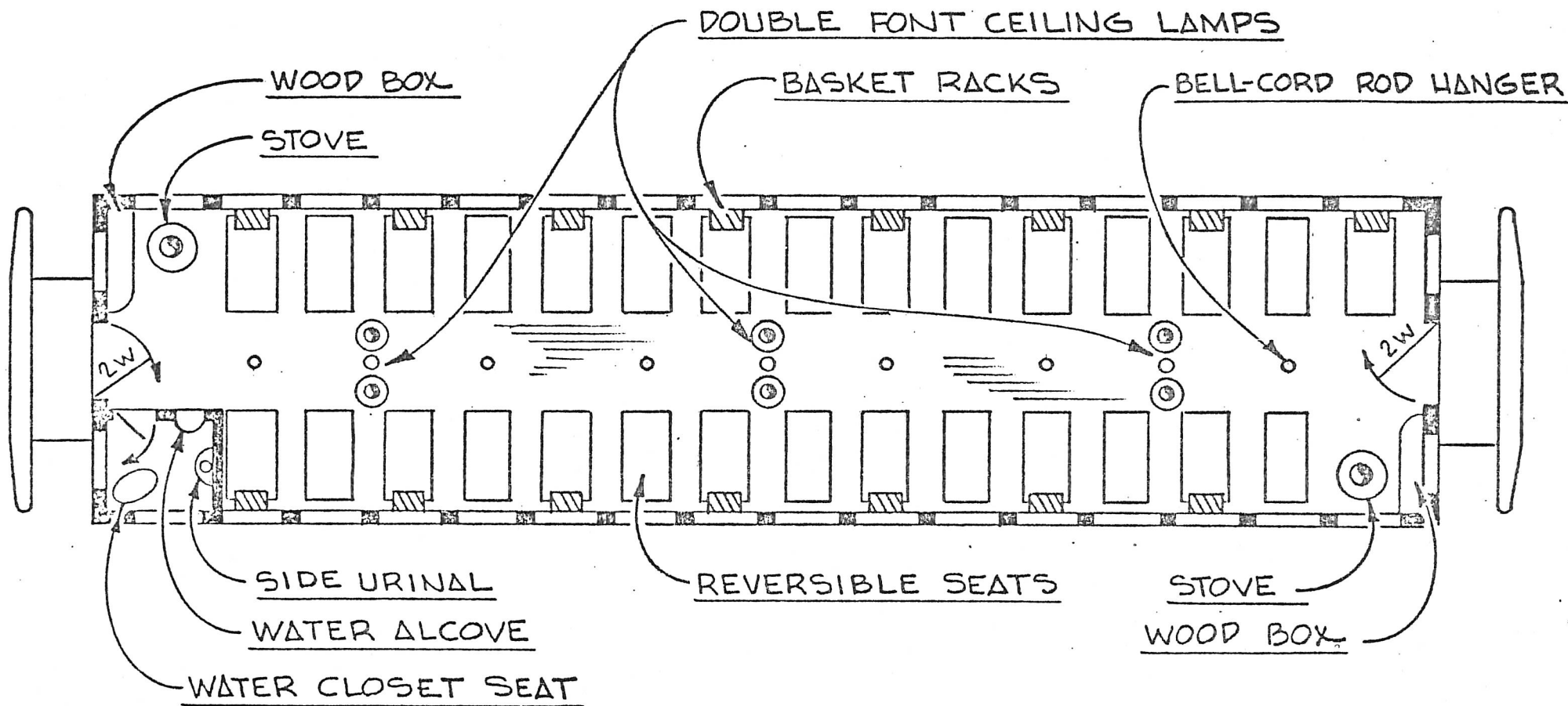
Central Pacific Wooden Passenger Coach No. 71 entered revenue service in December of 1869. It was renumbered C. P. Coach No. 1161 in 1891 and was converted to Central Pacific Maintenance of Way Boarding Car Second No. 337 effective February 6, 1913. It remained in service through 1926 and was subsequently scrapped.⁷

NOTES

1. Poor's Manual, 1895.
2. Jackson & Sharp Co. to S. D. Freshman, letter, December 6, 1897, Sierra Railway Company of California Records, The Bancroft Library, University of California, Berkeley.
3. Pacific News, No. 96, October 1969.
4. S. D. Freshman to Jackson & Sharp Co., letter, March 10, 1902, Sierra Railway Company of California Records, The Bancroft Library.
5. F. L. Kurtz, Assistant District Manager, Jackson & Sharp Co. to S. D. Freshman, letter, April 2, 1902, Sierra Railway Company of California Records.
6. Southern Pacific Railroad Company, Record of Equipment, January 1, 1905 to 1927, three volumes, Southern Pacific Company.
7. Central Pacific Railway Company, Record of Equipment, August 1, 1899 to 1927, two volumes, Southern Pacific Company.

[Mechanical drawing of Sierra Railway Company of
California Passenger Car No. 3 "Stanislaus" as built
in 1897 under preparation by Michael A. Collins.]

SIERRA RAILWAY COMPANY OF CALIFORNIA
PASSENGER CAR N°3 "STANISLAUS"
JACKSON & SHARP COMPANY
1897



FLOOR PLAN
NO SCALE

WILLIAM ODEN ~ 1976

AS-BUILT SPECIFICATIONS

Builder: Jackson & Sharp Company

Place: Wilmington, Delaware

Date: May 1897

Road: Sierra Railway Company of California

Number: 3

Name: "Stanislaus"

Type: Full Passenger Car

Service: Passenger

Capacity: 58 Passengers

Length Over End Sills: 55 feet

Length Overall: 57 feet 8 inches

Width Over Side Sills: 9 feet 11 inches

Height Rail to Roof: 13 feet 6 inches

Height Overall: 14 feet 2 inches

Construction

Underframe: Wood

Platforms: 2, Wood, open

Body: Wood, tongue and groove siding

Roof: Wood, soldered tin and tar

Sills and Floor Timbers: Wood, 4 x 8 inches

Cross-Frame Tie-Timbers: Wood 5 x 7 inches

Truss Rods: 2, 1-1/2 inches

End Doors: 2, 26 x 78-1/2 inches; 2, 17-1/2 x 19-3/4 inch windows

Windows

Sides: 32, 28-1/2 x 36-1/2 inches

Ends: 4, 28-1/2 x 36-1/2 inches

Clerestory: 32, Screened 29 x 9 inches

Interior

Length: 49 feet 8 inches

Width: 9 feet

Height: 8 feet 11 inches

Walls: Oak paneling

Ceiling: Decorated oak veneer

Clerestory

Length: 49 feet 8 inches

Width: 63 inches

Seats

Number: 29

Type: Hale and Kilburn wood frame, reversible locking

Upholstery: Red plush

Water Closet: 37-1/2 x 53-1/4 x 76-5/8 inches, ventilated

Side urinal and dry hopper

Door: 1, 21-3/4 x 72 inches

Side handle, paper dispenser, coat and hat hooks

Water cooler, basin and common cup

2 Anti Clinker Car Heater Company stoves and wood boxes

15 Basket racks

6 Boesch coal oil ceiling lamps, vented

Cloth shades over windows

Passenger Door Notice Plates: 2

Draft Gear: Miller Platform

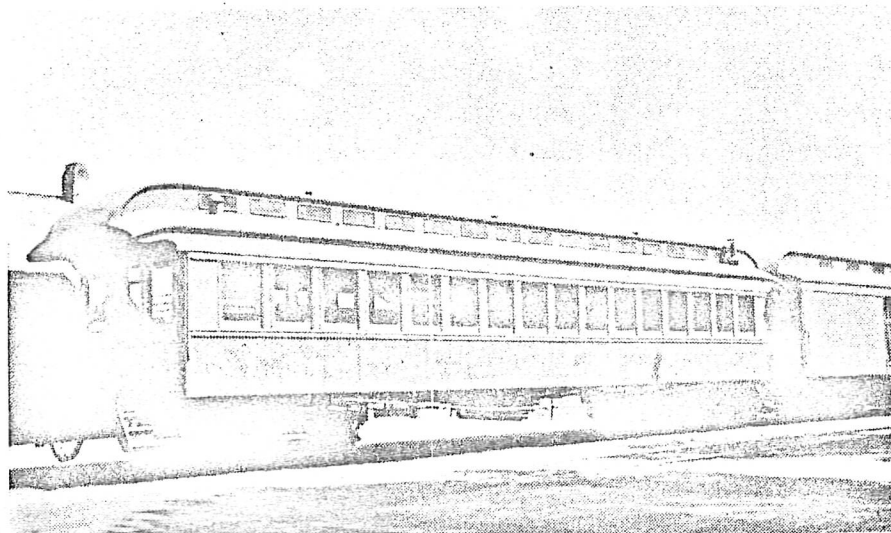
Trucks

Type: 2, 4-Wheel wood

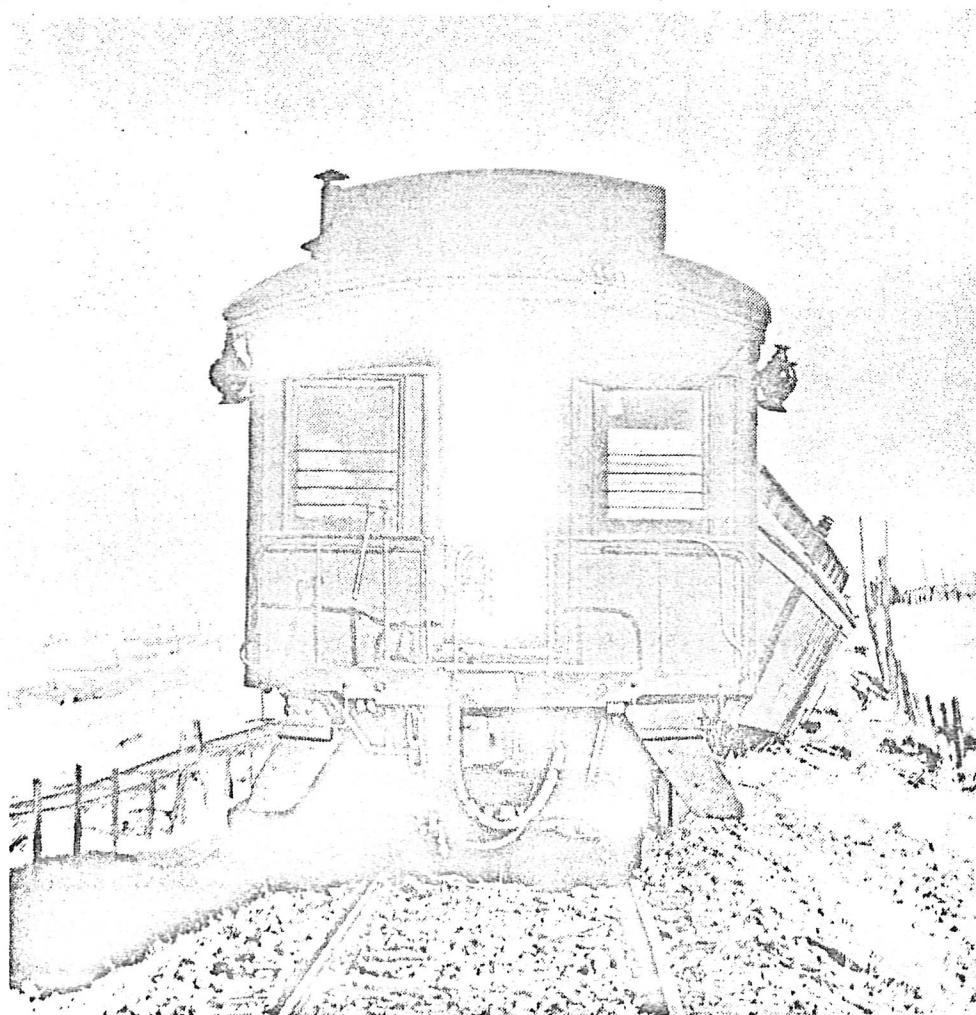
Wheels: 33 inch diameter cast iron

Wheel Base: 7 feet

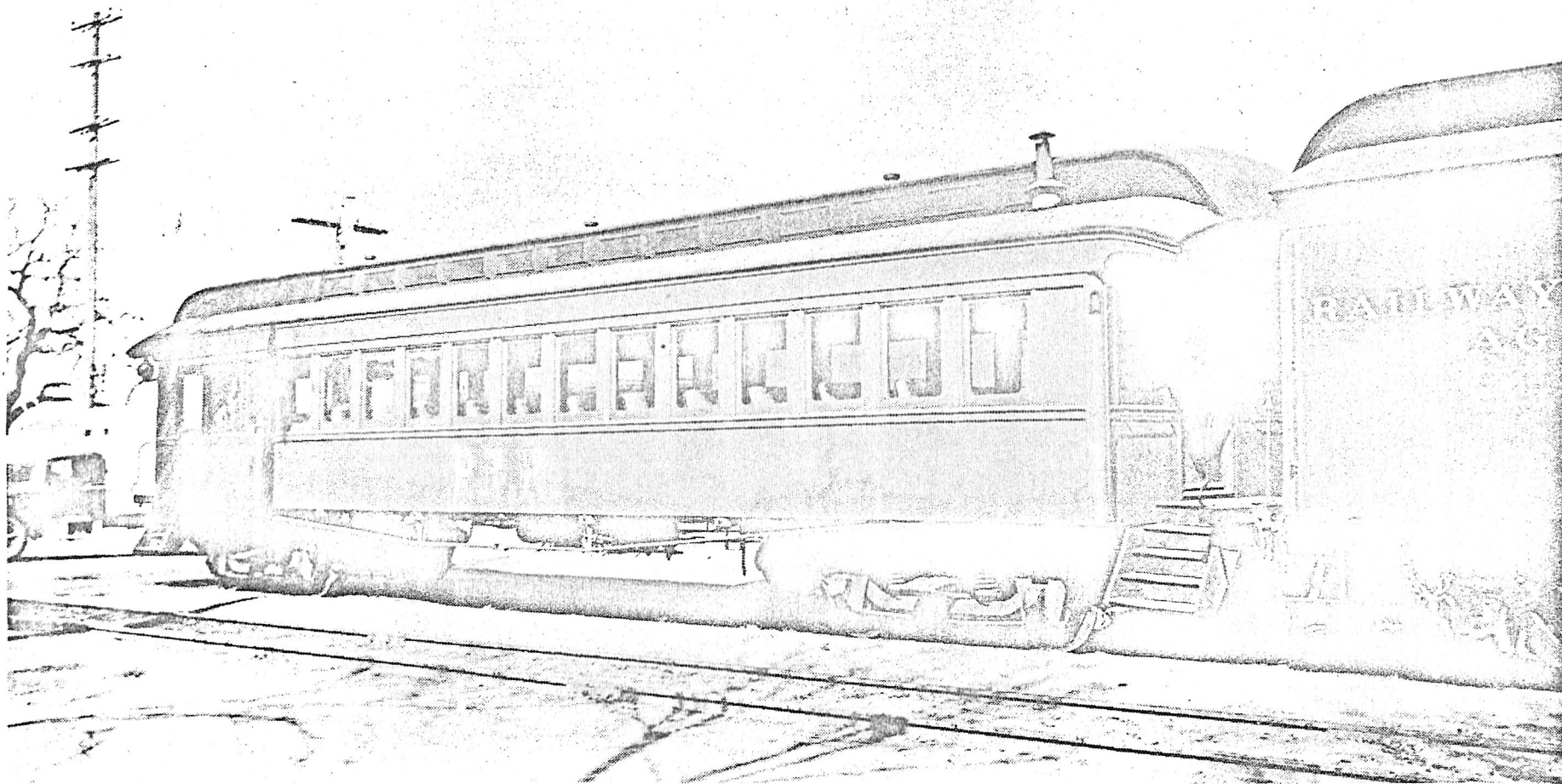
Painted, varnished, lettered and striped



Oakdale, California, December 31, 1933
(Gerald M. Best Photo)



Near Warnerville, California, July 1937
(Al Rose Photo)



Oakdale, California, March 1937
(Al Rose Photo)



Jamestown, California, August 29, 1944
(Al Rose Photo)



Jamestown, California, March 29, 1944
(Al Rose Photo)

II. CURRENT CONDITION EVALUATION

Sierra Railway Company of California Passenger Coach No. 3 "Stanislaus" is presently located on Track No. 6 inside a Southern Pacific Car Shop at Sacramento, California. The old shop building is located within the Southern Pacific General Shops in the western part of Sacramento. Access to the railroad yard and shops is controlled and the building housing the car is generally secure. The car is in close proximity to the Old Sacramento museum site and any further restoration should be performed either at the present location or in another nearby car shop which Southern Pacific has generously made available for repair work.

The coach is owned by the Railway & Locomotive Historical Society's Pacific Coast Chapter, having been presented to the Chapter by the Sierra Railroad on July 22, 1969. The car is maintained locked and secure alongside the 1863 Southern Pacific Locomotive No. 1 "C. P. Huntington". Lettered Southern Pacific R.R. of Cal. No. 71, the coach rests on its own trucks on rails in static storage inside the car shop building where it has remained since its brief one day public display in Old Sacramento on August 14, 1971. Storage for the car is provided without charge by the Southern Pacific Company under the terms of an October 15, 1971, agreement between S.P. and the Pacific Coast Chapter.

The car is primarily of all wood construction and, for the most part, is structurally solid. The major \$40,982.54 renovation and partial rebuilding performed May 1970-June 1971 at the San Francisco Bethlehem Ship Yard accounts for the car's generally solid structural condition and attractive physical appearance. The condition and display appearance of the car has not been substantially altered since leaving the Bethlehem Steel Yard on June 18, 1971. The only visible difference is the inevitable dirt and dust accumulated from inside the working S.P. car shop and the fact that the end platforms of the car quite noticeably sag over their narrow length and width from side to side. From additional evidences of loose fittings, putty separation, wood shrinkage and general settling, it appears that the deteriorated car was not professionally tightened, adjusted, secured and otherwise squared up by persons knowledgeable in Victorian era passenger coach construction prior to the application of large quantities of new wood. The new wood pieces applied do not appear to have been completely seasoned and, following their application, were not regularly tightened and adjusted during the first three to nine months as the wood shrank into its present condition.

No doubt for economic reasons, profuse quantities of plywood were used throughout the car during the 1970-1971 renovation. While it does temporarily supply structural fortitude to an otherwise tired and untightened car

plywood as a replacement material in restoration is a poor choice in most cases. It does not represent a finished surface in line with the period state of the art of craftsmanship and it most likely will deteriorate rapidly even on static display.

In addition to the work performed by Bethlehem, the coach evinces decades of use while with the Sierra Railway and numerous alterations and modifications performed during the service-life of the car by the Sierra in an effort to keep it in condition and meet federal and state required safety regulations. The 1970-1971 cosmetic renovation unequivocally elevated the condition of the car to museum display standards and insured its immediate structural integrity and preservation. The coach's present static display condition, however, does not accurately represent either the 1897 state of the art of Jackson & Sharp Company carbuilding nor its actual appearance at any time on the Sierra Railway. It generally conveys the appearance of how an "old coach" might have looked.

Inside, the car was painstakingly restored in 1971 down to its natural oak paneling; while the resultant finish is far too light in comparison to a Victorian era coach or its original finish, the resultant effect is still handsome and quite impressive. Unfortunately, nearly all of the car's difficult and costly to replace antique interior furnishings were removed and disposed of between 1945-1955 while it was in residential maintenance of way service on the Sierra Railroad.

The components have been evaluated in terms of their static display condition with additional remarks directed toward their authenticity, origin or date of application on the car. The qualifying terms "excellent", "very good", "good", "fair" and "poor" are used to generally evaluate the current condition as follows:

excellent:	near mint condition; to be reused
very good:	restorable for reuse
good:	restorable for immediate display; questionable reuse for full restoration
fair:	questionable reuse for immediate display; has generally complete physical information for duplication
poor:	not reusable; duplication required.

All of the components replaced or receiving attention during the 1970-71 cosmetic renovation are in the range of "good" to "excellent" condition whether accurate, appropriate or not. The condition evaluation is based solely on the assumption of permanent restored static display; the anticipated operation of the car would substantially alter the condition evaluation.

Unless otherwise noted, all modifications or alterations are presumed to have been performed by the Sierra Railway at their Jamestown, California, Shops between 1897 and 1945, inclusive.

Component Analysis

Exterior

Underframe: Oak and structural grade yellow pine throughout; generally solid condition following major renovation performed 1970-1971 by Bethlehem Ship Yard, San Francisco. Unfortunately, prior to wood renewal, the car was not professionally tightened and squared up. The new wood applied was not completely seasoned and, following installation, was not regularly tightened and adjusted as the wood shrank into its present condition. As a result, the platforms have started to break away from the car ends as they continue to sag. Since June 1971, the platforms have sagged an inch and a half over the 29 inch length of each platform and fully a half inch from side to side. This is primarily due to failure to constantly monitor and tighten the new wood during its initial six months of curing when applied new to the car.

Frame sills: Wood, solid condition.

Floor: False floor (deafening ceiling), plywood, applied 1970-1971.

Car sags at ends, not tightened during renovation. Floor was made level by applying 1/2-3/4 inch shims at both ends. While temporarily fortifying the structure, plywood is a contemporary, wholly inappropriate railroad rebuilding material for period 1890 restoration; the original deafening ceiling was tongue and groove, properly nailed to the bottom timbers.

Body bolsters: 2, Good condition.

Truss rods: 2, Iron, good condition, turnbuckles intact. Not all 4 Sierra-added truss rods hangers intact. Truss rods were not properly adjusted in 1970 to reinforce body; require attention.

East End

Platform end timber: 1, Wood, good condition; 1970 Bethlehem replacement. Not appropriate railroad style. Buffer missing.

Safety coupling chain and hook missing.

Platform: Wood, generally sagging; completely rebuilt 1970 to undersize specifications only generally approximating original appearance.

Platform decking: Wood, 1970 replacement; very good condition.

Steps: Wood, good condition, 1970 replacements; entirely non-railroad construction: steps are considerably undersize, not representative of 1890 railroad construction, appear constructed of soft pine rather than original oak. Bottom of string boards protrudes far below lowest stair: out of scale and unconventional to period passenger car step construction.

End siding: 3/4 inch plywood scribed to simulate 2 inch tongue and groove siding, good condition. Plywood is wholly inappropriate to 1890 car building; while temporarily supplying structural stability, plywood is not a recommended long-lived finished wood for authentic 1890 railroad car restoration. Some facias evince deep gouges from 1970 paint stripping.

Corner posts: 2, Wood, good condition; original rounded corner posts. Two Sierra-added flag/lamp brackets intact, good condition; the original brackets were located at the four corners of the car roof on the roof line molding.

Window sills: Wood, very good condition. Appear to be original or excellent contemporary appropriate replacements.

Window moldings: Wood, good condition; all are apparently 1970 soft wood replacements.

Windows: 2, Wood, vertically sliding, generally operable, good condition, 1970 replacements. Windows are from two Southern Pacific coaches stripped, repainted, new glass and installed; window glass is slightly oversize to originals. As window frames were also slightly undersize, the window post tracks were shimmed 1970 with inappropriate unpainted galvanized metal flashing which is exposed when the windows are raised. Glasses: 2, Intact, 1970 replacements. Four horizontal iron safety appliance required rods intact over end windows; 1970 Bethlehem replacements of a Sierra addition.

Threshold plate: 1, Cast iron, excellent condition. Plate cast with raised lettering "Jackson & Sharp Company, Wilmington, Delaware".

Door posts: 2, Wood, original, fair condition; completely stripped 1970, not fully resanded prior to repainting.

Door: 1, Wood, double panel, operable, right inward opening; excellent condition. Complete 1970 rebuild; very good reproduction. Rectangular ship lock, handle and mechanism installed 1970 by Bethlehem is inappropriate in comparison to traditional railroad style square lock assembly. Hinges: original, cleaned and reworked 1970, excellent condition. Door stop missing: required. Doorstile moldings trimmed to accommodate oversize lock. New door was cut too small and an obvious 3/8 inch veneer strip was added on the right side; otherwise door is a very good reproduction. Two door windows, one vertically opening, intact; rebuilt 1970, very good condition, authentic replacements. Original door sash bolt and plate cleaned and reused, excellent condition. Glasses: 2, Intact, 1970 replacements.

Passenger notice plate: 1, Cast brass, missing from end door; notice reads: "Passengers are not allowed to stand on the platform".

Moldings: Wood, fair condition. Considerable molding renewal 1970. Moldings not replaced were puttied; paint and putty has begun cracking and separating from wood as car has continued to settle and sag.

Bell cord: 3, Nickel bell cord bushing fixtures, intact; require cleaning and polishing.

Body hand railings: 2, Wrought iron, intact; secure, good condition.

Roof eaves: Wood, appears to be all original wood puttied up in 1970. Two screened wire mesh ventilation panels were cleaned and left intact. Some putty separation evident. Generally good condition.

Platform railings: 2, Combination of original, Sierra-modified and 1970 Bethlehem replacements. Facing end, first left platform post is original tapered iron casting; second and third are lightweight 1970 pipe replacements; fourth post is early Sierra replacement. Right platform railing has ratchet for original Miller platform uncoupling lever; lever removed 1901. Brake staff, handle, ratchet and dog assembly intact; foot kick pawl improperly reinstalled 1970. Platform railing chain intact; hook reinstalled 1970 on wrong platform post. Right railing loose.

Safety appliances: 2, ca. 1899 Sierra-added hand grab irons intact.

North Side

Siding: Simulated scribed 3/4 inch plywood, same type and condition on east end. Number "71" stencilled in two lower corners of siding at each end of car.

Window sills: Wood, apparently original, good condition, slight bow in center account of car sag.

Window moldings: Wood, all 1970 replacements, very good condition.

Windows: 16, Wood, vertically sliding, operable, good condition.

Same type as on east end: slightly undersize ex-Southern Pacific coach windows with slightly oversize glass panes in comparison to original car windows, otherwise good replacements.

Glasses: 16, 1970 replacements, all intact.

Letterboard: Wood, 1970 replacement, good condition. Original letterboard was 2 inches thick, full dimension; replacement is 1-3/4 inches thick veneered to 2 inches. Unlettered letterboard tapers to teardrop end over platforms. In later years on Sierra, west end sagged considerably; as a result, marker brackets were installed on the corner posts and the tip of the teardrop was sawed off horizontally on the west ends of the car. Unfortunately,

this deteriorated condition was faithfully reproduced in replacing the roof apron during 1970 renovation by Bethlehem.

West End: (Water Closet End)

Platform end timber: 1, Wood, good condition; 1970 replacement.

Not appropriate railroad type. Buffer missing. Safety coupling chains missing.

Platform: Wood, generally sagging; same type and condition as west end.

Platform decking: Wood, 1970 replacement; very good condition.

Steps: Wood, good condition; same type and condition as west end.

End siding: Simulated scribed 3/4 inch plywood, same type and condition as on east end.

Corner posts: 2, Wood, good condition; original rounded corner posts.

Two Sierra-added flag/lamp brackets intact, good condition; original brackets were located at the four corners of the car roof on the roof line molding.

Window sills: Wood, very good condition; same type and condition as on east end.

Window moldings: Wood, good condition; 1970 soft wood replacements.

Windows: 2, Wood, vertically sliding operable, same type and condition as east end. Glasses: 2, Intact, 1970 replacements. Four horizontal iron safety appliance required rods intact over each end window; 1970 Bethlehem replacements of Sierra addition. Right pane frosted in water closet.

Threshold plate: 1, Cast iron, excellent condition. Plate cast with raised lettering "Jackson & Sharp Company, Wilmington, Delaware".

Door posts: 2, Wood, original, fair condition; completely stripped 1970, not fully resanded prior to repainting.

Door: 1, Wood, double panel, operable, right inward opening; excellent condition. Same type, fixtures and condition as east end door. Glasses: 2, Intact, 1970 replacements.

Passenger notice plate: 1, Cast brass, missing.

Moldings: Wood, fair condition. Considerable molding renewal 1970. Remaining wood was heavily puttied; paint and putty has begun separating from wood as car has continued to settle.

Bell cord: 3, Nickel bell cord bushing fixtures, intact; require cleaning and polishing.

Body hand railings: 2, Wrought iron, apparently original; intact, secure, good condition.

Roof eaves: Wood, same style and condition as east end.

Platform railings: 2, Combination of original, Sierra-modified and

1970 Bethlehem replacements as on east end. Facing end, left side platform posts are original, third is early Sierra replacement and fourth is 1970 lightweight pipe substitute. Left platform railing has ratchet and dog assembly homemade 1970; foot kick pawl not properly reinstalled. Platform railing chain intact as on east end.

Safety appliances: 2, ca. 1899 Sierra-added hand grab irons intact. Air retaining valve line improperly reinstalled 1970 on exterior of west end rather than ca. 1899 installation inside of car with conductor's valve and appropriate body and handle on exterior above right window. Line intact; lever, box and handle missing. Ca. 1899 addition, not required for authentic 1897 restoration.

South Side: (Water Closet Side)

Siding: Simulated scribed 3/4 inch plywood, type and condition as on east end. Number "71" stenciled in two lower corners of siding at each end of car.

Window sills: Wood, same type and condition as north side.

Window moldings: Wood, all 1970 replacements, very good condition.

Windows: 16, Wood, vertically sliding, operable; good condition.

Same type and condition as north side. Glasses: 16, 1970 replacements, all intact; window in closet is frosted inside.

Letterboard: Wood, 1970 replacement, good condition; 1-3/4 inch wood veneered to match original 2 inch full dimension letterboard. Stencil lettered "Southern Pacific R. R. of Cal." Roof apron tapers to tear drop end over platform. In later years on Sierra, west end sagged considerably; as a result, marker brackets were installed on the corner posts and the tip of the teardrop was sawed off horizontally on the west ends of the car. Unfortunately, the deteriorated condition was faithfully reproduced in replacing the letterboard during 1970 renovation by Bethlehem.

Roof: Wood construction, entire 1970 very good canvas replacement. Canvas should be hot tar applied. Original wood car roof was covered with soldered tin and tar. Present roof is excellent quality providing car is maintained indoors for display.

Eave moldings: Wood, good condition.

Eave fascia moldings: Wood, good condition.

Clerestory: Wood frame and covering, rebuilt 1970, good condition.

Clerestory windows: 16 per side, screened wood frame rebuilt 1970, good condition. Screening and molding is slightly undersize to original clerestory screen dimensions.

Roof jacks and vents: 1 vent intact for water closet; location of 2 stove pipe jacks and 6 ceiling lamp jacks obscured and covered over upon 1970 roof renewal. Six tin lamp jacks intact, stored in box in water closet, fair condition; require minor tinsmith attention. Stove pipe jacks missing.

Trucks: 2, 4-Wheel, wood and metal reinforced construction; repainted but not cleaned 1970. Obvious considerable part replacement over long-time Sierra use.

Truck bolsters: Wood, fair condition; one bad frame under water closet due to spring stress on bolster. Major wood renewal required if operation is anticipated.

Pedestals: 8, Cast iron, good condition. Two original pedestals marked "MCB Std. Approved 1881 Jackson & Sharp Company Wilmington, Del. E2"; 1 Sierra replacement marked "St. Charles Car Co.", early style pedestal; and 5 unmarked Sierra replacements.

Springs

Bolsters: 3, Four section double elliptical; 1, three section double elliptical Sierra replacement under water closet. All good condition.

Equalizers: 8, Double stack, good condition.

Journal boxes: 8, Cast iron, intact.

Brakes: Wood beams and hardware, good condition.

Brake shoes: 8, Well worn.

Wheels: 8, Undersize replacements for original 33 inch cast iron wheels. Present wheels appear to be lightweight railway street car or trolley steel wheels with narrow 4 inch tire pressed onto wheels instead of conventional 5-1/2 inch tread. Wheels also have holes in them. 31 inch diameter wheels on truck under east end, 30 inch diameter on west end truck; entirely inappropriate wheels for any type railroad coach!

Check chains: 8, Intact.

Air Brake Equipment: Westinghouse Air Brakes and air signal line applied ca. 1899. WAB cylinder, reservoir, T567 triple valve, hoses and rigging intact; brake rigging requires some readjustment to render authentic for display inspection. Air signal line partially removed on west end; cut off with hack saw on east end.

Draft Gear: McConway & Torley Company Janney automatic knuckle couplers applied 1901 by Sierra Railway, sagging slightly with platform, otherwise good condition. Marked "Janney". Unslotted knuckle face plates, uncoupling levers and rigging intact, operable. Car was built with

Miller coupling apparatus; side springs removed 1901, Miller hook cut off near coupler and Janney coupler riveted on. Draft gear could be readily restored to original 1897 ornate Miller coupling apparatus, if desired.

Color Scheme: Present exterior paint consists of two coats apparently applied without primer or undercoat following 1970-71 renovation. Color scheme of yellow/gold sides and ends; brown/orange platforms, roof and trim; and black underframe, trucks and railings. Lettering yellow/gold on letterboard, brown/orange numbers on car siding. Paint only sparsely covers scribed plywood siding. Car painted with windows closed; raised windows reveal unpainted wood surfaces.

In service on Sierra, car was delivered in Southern Pacific colors quite similar to present paint scheme. Letterboard read "Sierra Railway." in gold leaf with No. "3" at each end of car siding and car name "Stanislaus" painted in center of car. Clerestory, windows, ends and car siding originally decoratively striped. Later repainted Pullman green with black roof by circa 1902 and finally tuscan red beginning circa 1945 while in maintenance of way service.

Interior

Interior Finish: Solid oak and oak veneer throughout. The interior wood was heavily covered with white paint while the car was in maintenance of way service during the late 1940's and early 1950's; the paint was laboriously stripped to the bare wood 1970-71 at Bethlehem and then was varnished with a resultant blonde color effect. The original "natural" interior wood finish consisted of a paste filler, one coat of orange shellac and three coats of the best railway varnish. While the present varnish over oak finish is indeed attractive, it is far too light colored a finish for a prototype 1890 Victorian era car. The "natural" Victorian finish was achieved either by stain or an orange shellac with a resultant dark red-orange hue. Interior woodwork is in very good condition, despite some splitting and cracking. Obvious wood separation, particularly at ends of car, some of which will be obviated when car is properly tightened. Approximately 65-75% of interior wood appears to be original 1897 construction.

Floor: Wood, 1 x 3 inch tongue and groove, very good condition, laid the length of the car. Floor entirely replaced and repainted 1970 by Bethlehem; inappropriate plywood subflooring was laid underneath tongue and groove. Present red floor color and wood size is not prototype to Sierra; original flooring was 1 x 4 inch seasoned vertical grain Oregon Pine securely nailed to bottom timbers. Car requires tightening;

because car ends badly sag in interior, floor was shimmed fully 1/2 to 3/4 inch at end in 1970 so as to make interior flooring relatively level even though car is not. With present floor in place, car ends will dip toward center of car when underframe and truss rods are eventually properly tightened. Wooden threshold applied 1970 on inside doors inappropriately compensates for added reflooring height.

King bolt plates: 2, sheet metal, intact, 1970 replacements; original plates would have been brass castings.

Door stops: 2, required; both missing.

Walls

Truss plank: Wood, intact, good condition; repainted 1970.

Wainscoting: Wood, horizontally laid tongue and groove, intact.

Though completely stripped and varnished in 1970, exact positioning of seats is readily discernible on walls. Some wood separation, particularly in car corners, due to stove heat and car settling.

Window paneling: Wood, decoratively scribed, very good condition; entirely refinished 1970.

Passenger end doors: 2, unmarked; original doors were ornately gold leafed with name and location of carbuilder. Screen doors were applied while the car was in use as an Oakdale residence; removed 1970 at Bethlehem. Original decorative door posts intact, very good condition.

Partition remnants from maintenance of way use were removed 1970 and carefully patched.

Windows: 36, Wood, intact; removed from 2 ex-Southern Pacific coaches, stripped and refinished; shimmed in window sash with galvanized tin flashing strips to accommodate slightly undersized windows. Original decoration on inside window panels intact.

Sills: Wood, very good condition.

Window moldings: Wood, replaced 1970, excellent condition.

Window blinds: Generally appropriate vertically operable spring roller cloth shades with catches installed 1970 from two S. P. coaches. Original shade fabric matched color of interior oak finish with simulated horizontal bead effect.

Blinds do not hold at any desired position and a wire added 1970 attaches the shade to the window lift to secure them for full drawn effect. Present shades are darker than originals. Shades from S. P. Coach were received painted aluminum color on exterior; repainted dark green 1970 by Bethlehem.

Window hardware:

36 Brass window latches and ratchet bars intact, operable, 1970 Bethlehem replacements. Ship style latch is too modern and inappropriate to 1890 Victorian carbuilding and was not found on car originally.

36 Window lifts; iron casting, intact. Poor quality sand castings presumably furnished 1970; not representative of 1890 carbuilding.

Bell cord bushings: 2, Nickel bell cord fixtures, intact; require cleaning and polishing.

Ceiling: Oak veneer applied 1970 and varnished throughout; fair to good condition. Slight glue separation from plywood backing; bubbling and cracking in some veneer. Original ceiling covering was three ply oak veneer laid out in panels with moldings, shellacked and varnished. Exact positioning of ceiling lamp flues and corner stove jacks was obliterated by 1970 veneer application. Ceiling is stencilled with gold and cream floral filagree; clerestory section is quite similar to original design, section lining above seats is totally unlike original. When built, filagree was finely hand painted gold leaf with coloring between line striping.

Clerestory: Wood, structurally sound in very good condition; major wood renewal and completely refinished 1970.

Windows: 32, Wood, intact; tilt inward for ventilation. Glass is entire poor quality 1970 replacement using contemporary bathroom style opaque dark yellow glass; original glass was light frosted ground glass with delicate honeycomb type pattern. Window hardware intact: brass window pulls and Jackson & Sharp marked window catches; all very good condition.

End panels: 2, Wood, tilt inward for access to ventilated end roof sections. Panels are complete 1970 Bethlehem replacements utilizing inappropriate plywood, veneer and ship style catch and hardware. Original panels were ornately hand lettered Sierra Railway Company of California by builder.

Lamps: 6, Boesch tubular single font brass oil lamps, paired with five point ceiling mount; all missing. Presumably removed between 1945-1955. Six repainted roof lamp jacks are stored in water closet.

Bell cord fixtures: 6, Ceiling mounted rod hanger and bell guide intact. Ceiling fixture mounts appear original; rod, guide and heavy bell cord line are 1970 Bethlehem modifications and additions. Original hangers had guides and pulleys.

Water Closet: Located in southwest corner of car; roof appears original, partition walls and door completely replaced 1970 by Bethlehem, very good condition. In comparison to original construction, oak walls are far too light weight for 1890 Victorian car; door was rebuilt on the east end rather than the west end of the water closet partition. East wall should have 6 inset panels instead of present 2 as rebuilt 1970. Closet has original ceiling air vent with screened brass facing and exterior tin roof vent, intact; good condition. Frosted glass in two saloon windows.

Door: 1, Wood, intact, very good condition; complete 1970 rebuild. Door hardware and lock intact, good condition; inappropriate light weight ship type lock--not railroad type. Door was originally located to right of present door and of heavier solid oak construction. Present door location was site of water cooler until after 1945.

Water closet seat: Conventional modern wood seat and non-operable cosmetic sheet iron base furnished 1970, fair condition. Original hopper was cast iron, porcelain lined. Toilet rests on flooring without soil hopper or floor drain; floor hole and exact positioning was obliterated 1970 by complete interior flooring and deafening ceiling replacement. Paper sign on toilet seat reads "Not in Service".

Side wall urinal, handle and drain: Missing; drain covered during 1970 reflooring.

Paper dispenser: Missing.

Coat and hat hooks: Missing; located inside water closet and on east exterior partition.

Water cooler: Missing; water stand with tank, basin, fittings and drain was located in water closet with faucet protruding into passenger compartment. Originally furnished with common drinking cup; paper drinking cup dispenser required by law and installed on east exterior partition by November 1913.

Six ceiling lamp jacks and Southern Pacific R.R. of Cal. 71 lettering stencil temporarily stored in cardboard carton in water closet.

Furnishings:

Seats: None, seats removed ca. 1946; 29 seats required, running length of car. Seats were metal and wood frame Hale-Kilburn Company No. 96 walkover coach seats upholstered with conventional railroad red plush clipped mohair. Low back seats were mechanically reversible when unlocked; exact seat placement is visible on interior wall sides below window line. Seats were wall and floor mounted.

Basket racks: 15 Required, all missing; presumable removed ca. 1946. Decorative and ornate racks were wall-mounted above seats; mounting holes readily visible.

Stoves: 2, Anti Clinker Car Heater Company stoves required, flues, roof jacks, wood/coal boxes, heat shields, all missing. Exact positioning of floor tie down rods obliterated 1970 by new flooring; new interior ceiling and exterior roof conceal stove vent and roof jack locations. Heat shield attachment visible on side walls.

Disconnected rubber air hose and fittings inside of car.

Itemized list of repair performed May 1970-June 1971
by Bethlehem Steel Corporation, Shipbuilding Division,
San Francisco, California, on Sierra Railroad Coach
No. 3:

Supplied labor and material to off load
railroad car from flat car and place on
railroad trucks. Moved car to spur track
as directed. Upon completion, moved
car to north track as directed.

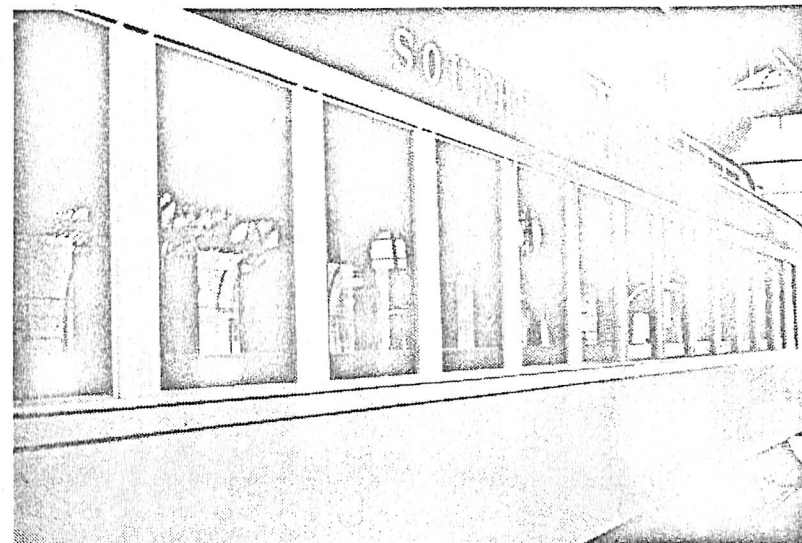
Stripped car as directed of all deterior-
ated wood and etc. Repaired car using
new materials as necessary to restore
same in good operational condition.
This included the trucks and other re-
pairs or renewals necessary to make it
mechanically in good order. All renew-
als and repairs of woodwork, windows,
framing and the installation of various
owner supplied fittings was done as
directed.

Complete car was painted, numbered
and lettered. Colors used were selected
by owners and all lettering, etc. was
done under their direction.

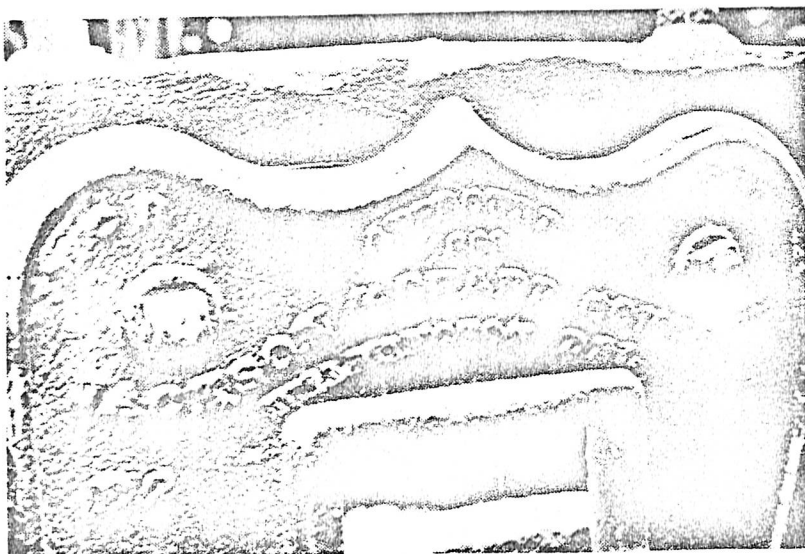
Removed car from trucks and loaded on
flat car. Furnished and installed block-
ing and secured car for shipment.
Loaded trucks on flat car and secured
for shipment.



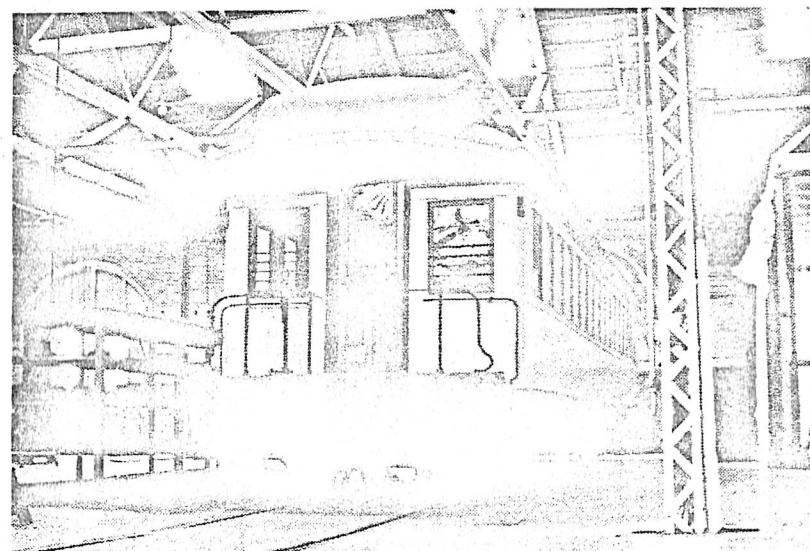
Sacramento, California, March 1976



South Side Window Detail



Jackson & Sharp Truck Pedestal



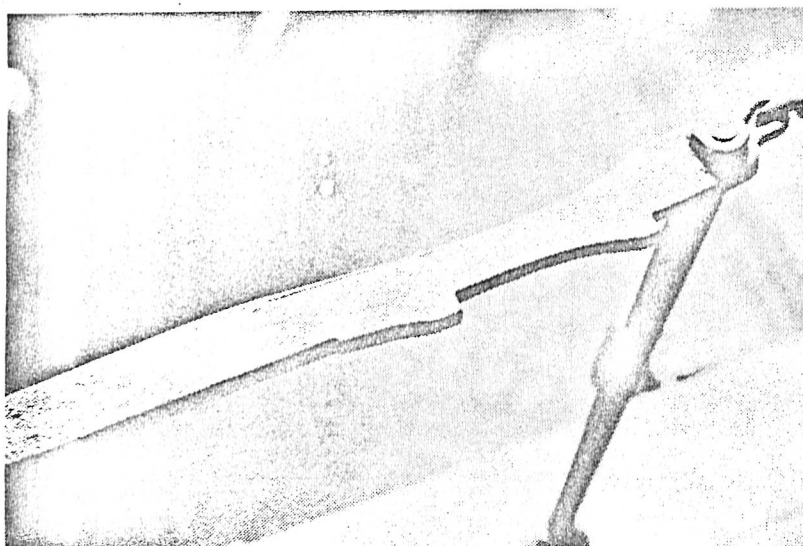
East End Platform



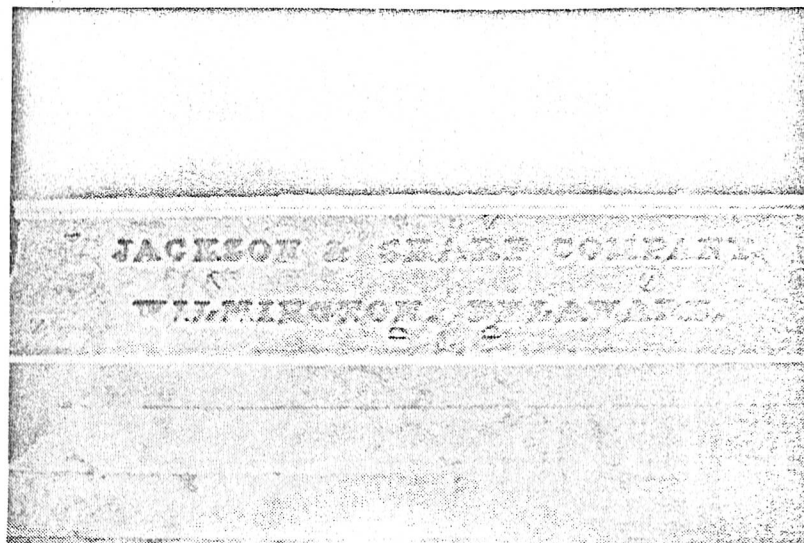
East End Roof



West End Modified Roof Apron



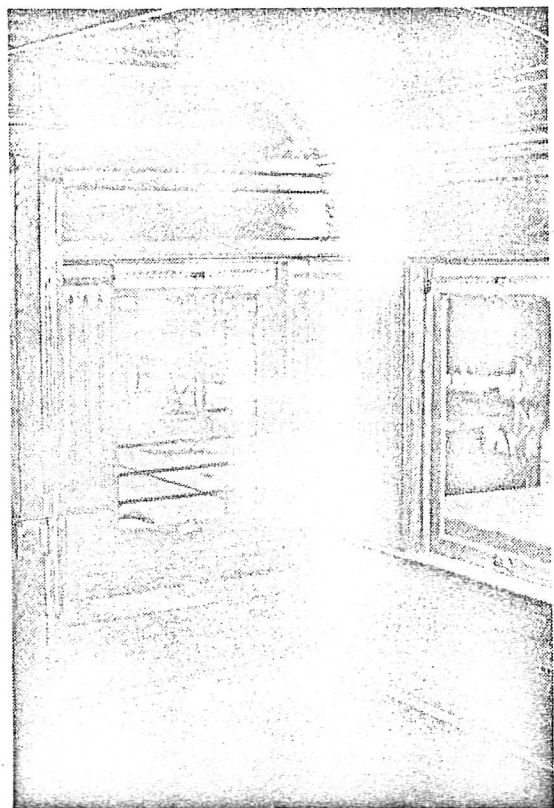
Notched End Railing for Miller Lever



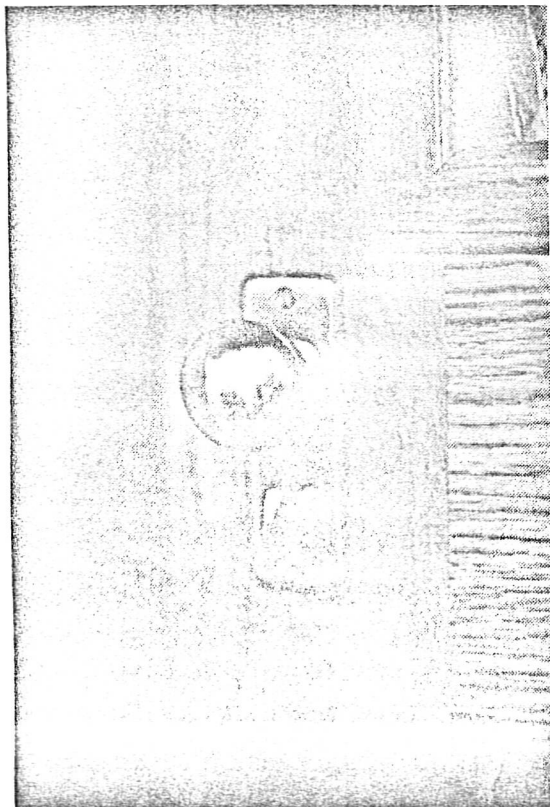
Cast Iron Threshold Plate



East End



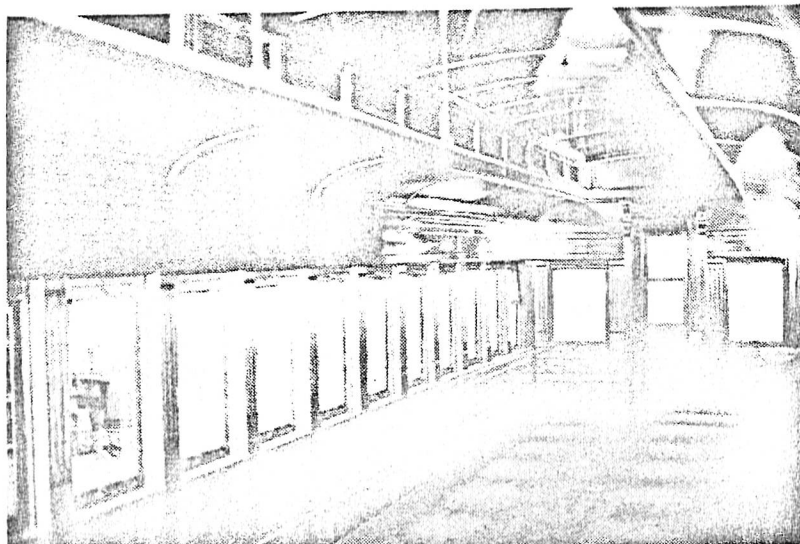
Interior Corner Stove Site



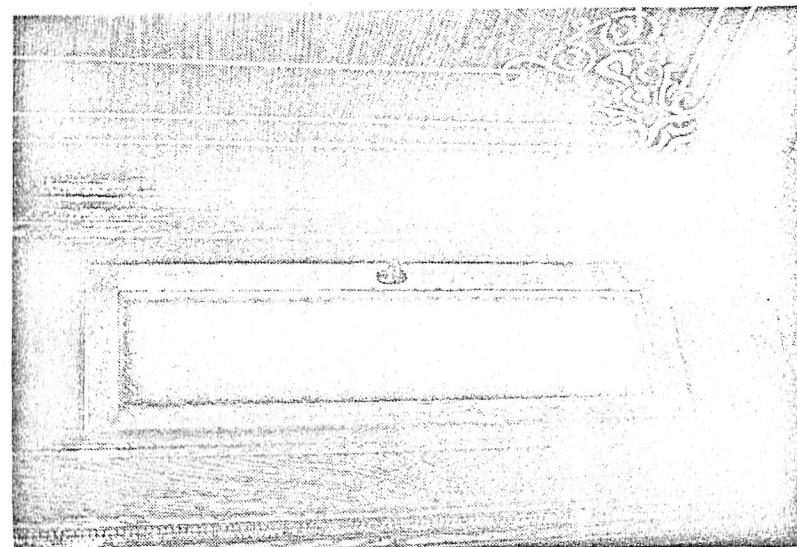
Replacement Water Closet Lock



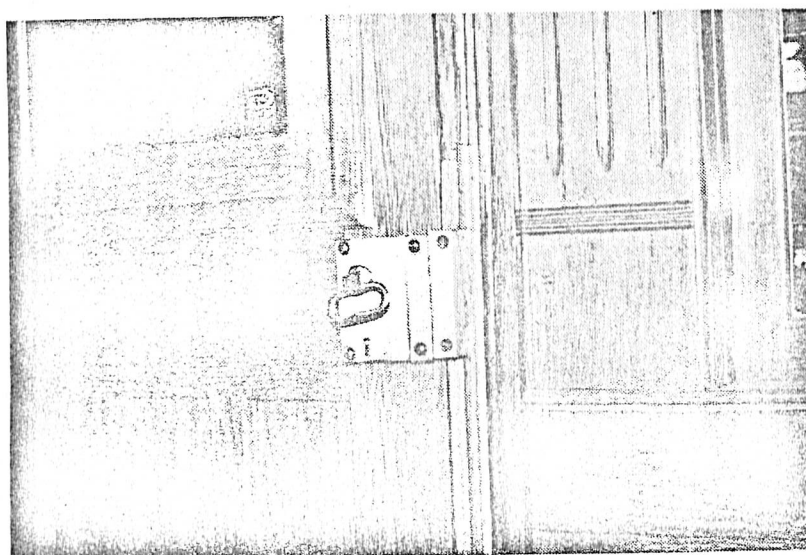
Interior, View East



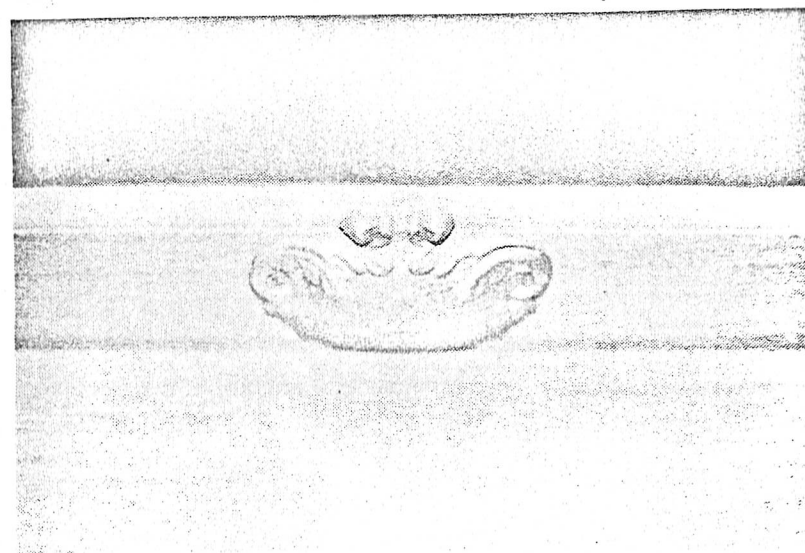
Interior North Wall



Clerestory Window



Ship-style End Door Lock



Replacement Window Lift

III. RESTORATION RECOMMENDATIONS

The recommendations for Sierra Railway of California Passenger Car No. 3 "Stanislaus" are for nonoperational static display on immediate public display requirements and, secondly, on long range restoration. With minor clean-up, tightening and painting, the car is suitable for impending public display; only interior furnishings are required to complete its appearance as an old time coach. The full restoration of the car to its authentic original 1897 appearance when new would involve a major rebuilding of the car. In view of the scarcity of restoration funds and the car's present attractive and displayable condition, full authentic restoration should be deferred as part of the long range program. The priority for eventual full restoration of the car to its elegant Victorian appearance may likely be determined by how long the sizeable quantities of plywood applied to the car between 1970-1971 remain intact.

Immediate Public Display

Car No. 3 requires only minimal exterior attention for immediate public display. General exterior cleaning, tightening, a third coat of paint and lettering could be completed within two weeks at a cost of \$1,500.

For impending display, the interior finish should be retained as is with minimal cleaning and polishing.

We have been unable to locate a complete Hale & Kilburn seat to date from which a fully accurate seat duplication can be made. Though basically a wood frame, the seat had several unique operating components. A portion of a seat has been located with the Sierra Railroad at Jamestown but we have been unable as yet to locate one of the critical specially patterned seat arms which are required for actually reversing the seat backs. An accurate and complete seat duplicate may well run as high as \$800 each depending on the number of additional seat components that can be located for use in making patterns.

A basket rack identical to the 15 racks originally furnished with the car has yet to be located for an accurate duplicate cost estimate.

Other cost estimations are as follows:

Lamps: tubular operable polished duplication	\$1,000 ea.
Stove: blackened duplication nonoperable	1,000 ea.

Water cooler: operable painted duplication	\$ 350 ea.
Door hardware, furnished new from Adams & Westlake:	
Complete lock assembly, est.	60 ea.
Door stop and catch, est.	20 ea.
Notice plates: duplication	23 ea.
Coat and hat hooks: polished duplication	30 ea.

Long Range Restoration

[Under preparation.]